# SPECIAL NOTE FOR ACCEPTANCE OF DENSITY OF LONGITUDINAL JOINTS IN ASPHALT SURFACE PAVEMENTS

This Special Note will apply when indicated on the plans or in the proposal. Section references herein are to the Department's 2000 Standard Specifications for Road and Bridge Construction.

**1.0 DESCRIPTION.** This note specifies additional density acceptance testing required for the longitudinal joint of asphalt surface mixtures compacted under Option A requirements. Due to the inherent difficulty of compacting longitudinal joints, conventional methods of compaction may not be adequate to achieve the desired level of density.

**2.0 MATERIALS AND EQUIPMENT.** Reserved.

**3.0 CONSTRUCTION.**

**3.1 Acceptance.** In addition to the responsibilities of Subsection 402.03.02 D), furnish 2 cores per sublot at a location randomly selected in the longitudinal direction by the Engineer according to KM 64-113. Select the transverse direction such that some part of the core circumference is within 3.0 ± 0.5 inches of the longitudinal joint.

By the end of the following workday, obtain the core(s) from the longitudinal joint as each lane of material is placed. Do not wait for the adjoining lane to be placed before obtaining the core(s) from the longitudinal joint.

**4.0 MEASUREMENT.** The Department will not measure the additional coring required by this note for payment and will consider it incidental to the asphalt mixture.

**5.0 PAYMENT.**

**5.1 Lot Pay Adjustment.** Contrary to Subsection 402.05.02, the Department will use the following Lot Pay Adjustment Schedule to assign pay values for AC, AV, VMA, Lane Density, and Joint Density within each sublot.

**5.2 Joint Density Deductions.** Due to a lack of experience with longitudinal joint density requirements, the Department will not enforce net project deductions resulting from Joint Density values as given in the Lot Pay Adjustment Schedule. However, when bonuses exceed deductions for asphalt mixture for the total project, the Department will apply the Joint Density values and pay the net difference.

**LOT PAY ADJUSTMENT SCHEDULE**

Lot Pay Adjustment = (Unit Price) (Quantity) [{0.05(AC Pay Value) + 0.25(AV Pay Value) + 0.25(VMA Pay Value) + 0.30(Lane Density Pay Value) + 0.15(Joint Density Pay Value)} - 1.00]

| WEIGHTED VALUES | | | | | |
|---|---|---|---|---|---|
| | AC | AV | VMA | Lane Density | Joint Density |
| Weight (%) | 5 | 25 | 25 | 30 | 15 |

| AC | |
|---|---|
| Pay Value | Deviation From JMF (%) |
| 1.00 | ≤ ± 0.5 |
| 0.95 | ± 0.6 |
| 0.90 | ± 0.7 |
| (1) | ≥ ± 0.8 |

| VMA | |
|---|---|
| Pay Value | Deviation From Minimum |
| 1.00 | ≥ min. VMA |
| 0.95 | 0.1-0.5 below min. |
| 0.90 | 0.6-1.0 below min. |
| (1) | > 1.0 below min. |

| AV | |
|---|---|
| Pay Value | Test Result (%) |
| 1.05 | 3.5-4.5 |
| 1.00 | 3.0-5.0 |
| 0.95 | 2.5-5.5 |
| 0.90 | 2.0-6.0 |
| (1) | < 2.0 or > 6.0 |

| LANE DENSITY | |
|---|---|
| Pay Value | Test Result (%) |
| 1.05 | 94.0-96.0 |
| 1.00 | 92.0-93.9 |
| 0.95 | 91.0-91.9 or 96.1-96.5 |
| 0.90 | 90.0-90.9 or 96.6-97.0 |
| (1) | < 90.0 or > 97.0 |

| JOINT DENSITY | |
|---|---|
| Pay Value | Test Result (%) |
| 1.05 | 91.0-96.0 |
| 1.00 | 89.0-90.9 |
| 0.95 | 88.0-88.9 or 96.1-96.5 |
| 0.90 | 87.0-87.9 or 96.6-97.0 |
| 0.75 | < 87.0 or > 97.0 |

(1) *The Department will evaluate the acceptability of the work. When the Department allows the Contractor to leave the work in place, the Department will determine its value and may pay up to, but no case more than, 85 percent. In addition to the reduction in pay, the Department may require the Contractor to perform corrective action to the work.*

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